

M. Gains
COURT MILLINER,
WILL OPEN HERE
NEW BRANCH PREMISES,
No. 12, ROBINSON RD.,
KOWLOON,
On December 1st next.
Millinery, Hats & Blouses

The China Mail.

ESTABLISHED 1845

M. Gains
COURT MILLINER,
HOTEL MANSIONS.
FROM December 1st next,
an entirely New Stock
of Millinery, Hats, Tricots
and Novelties. Inspection
invited.

No. 13,925.

號五廿月一十年七零百九千一英

HONGKONG, MONDAY, NOVEMBER 25, 1907.

號十二月十年丁

PRIME \$3.00 Per Month

Intimations.

THORNE'S
OLD VAT

PER
CASE \$14.



SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

Hongkong, May 1, 1907. 793

WANTED.

DAILY LESSONS in HONGKONG and
WIRELESSING.
Apply to K. M. J.
Care of 'China Mail' Office,
Hongkong, November 21, 1907. 1864

WANTED.

DAILY LESSONS in JUPITER'S
Apply to U. J.
Care of 'China Mail' Office,
Hongkong, November 23, 1907. 1865

WANTED.

ENERGETIC EUROPEAN MANAGER
of S.E. Coast property in a pushing
man. Apply by letter to
T. H. W.
Care of 'China Mail' Office,
Hongkong, November 14, 1907. 1413



SUTTON'S SEEDS.

(BY APPOINTMENT).

ORDERS taken, and Great care may be
seen in

CHINA EXPRESS CO.,
3, DUNDRELL STREET
Hongkong, July 1, 1907. 1049

'THE WORLD'S NEWS'
(SAI KAI KUNG YIK FO.)

A LEADING CHINESE PAPER,
Wide Circulation in Hongkong and
South China.
SUPERIOR MEDIUM FOR CHINESE
ADVERTISING.
BLOCKS MADE, HALF TONING,
AND
PRINTING A SPECIALITY.
Orders Promptly attended to
161, DES VUEX ROAD CENTRAL,
Hongkong, March 12, 1906. 522

WEST RIVER TRIPS FROM
HONGKONG.
Round Trip 6 Days.
Comfortable Steamers—Delightful Climate
THE most interesting and picturesque
scenery in South China.
For further information, apply to
BUTTERFIELD & SWIRE,
Agents, West River British S.S. Co.,
Hongkong, October 25, 1907. 1705



NOTICE.

MAGISTRACY.

IT is hereby notified that a MEETING
of THE MAGISTRATES' JUSTICES
of the PEACH will be held at the MAGISTRACY,
at 2.15 P.M., on FRIDAY, the 29th November,
1907, for the purpose of considering
the following application under the Liquor
Licences Ordinance, 1898, (Ordinance No. 8
of 1898), viz.:
From Mrs. P. WISSING for a publican's
license to sell by retail intoxicating
liquors on premises numbered 266
and 268, Queen's Road Central,
under the sign of 'THE GERMAN
TAVEN'.
F. A. HAZELAND,
Police Magistrate.
Hongkong, November 22, 1907. 1857

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on Account
of the year 1907, of THIRTY CENTS
per Share, will be payable at the Hongkong
and Shanghai Bank, Hongkong, on and
after THURSDAY, 21st November, 1907,
on Warrants to be obtained at the Com-
pany's Office.
The DIVIDEND will also be payable at
the Hongkong and Shanghai Bank, Shang-
hai, on and after the same date.
The REGISTER of SHARES will be
CLOSED from MONDAY, the 18th inst.,
until THURSDAY, the 21st inst., both
days inclusive, during which period no
Transfer of Shares will be effected.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, November 14, 1907. 1840

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS,
FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS
HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY.
ESTIMATES FOR ALL IRON AND STEEL WORK.
TELEPHONES: 187 and K. 21. CABLES: SEYBROUN, Hongkong.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,383 tons, Captain H. D. Jones.
S.S. POWAN, 2,383 tons, Captain H. Irwin Black.
S.S. FATSAN, 2,383 tons, Captain C. Lloyd.
S.S. KINSHAN, 1,986 tons, Captain B. Branch.
S.S. HEUNGSHAN, 1,986 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.
(Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 8.30 p.m.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED

Hongkong-Macao Line.

S.S. SUI-AN, 1,651 tons, Captain W. A. Valentine.
S.S. SUI-TAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 3 p.m.
The Company also runs a Steamship from Macao on Sunday Morning at 7.30 a.m. and
from Hongkong at 1 p.m. from the Company's Wharf.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

S.S. LUNGSHAN, 519 tons, Captain R. Ramsey.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE IRDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAINAM, 568 tons, Captain S. Bell Smith.
S.S. NANNING, 568 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Horse Mansions, (First Floor), opposite the Hongkong Hotel,
2, of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES

SIEMSEN & CO.,
SOLE AGENTS.
Hongkong, March 2, 1906

SOCIETY ST. VINCENT DE PAUL

THE Committee of the 'AL FRESCO
FETE' held on the 10th inst. in the
Compound of the Roman Catholic Cathedral
beg to tender their heartfelt THANKS to
H.E. The Governor and Lady Leobard and
to the Ladies and Gentlemen who so kindly
contributed their valuable assistance
towards the success of the Bazaar.
Their BEST THANKS are also due to
the Press, to Captain and Officers of the
H.M.S. Bedford for their excellent band,
and the public in general for their very
liberal and highly appreciated patronage.
The Bazaar realized after paying all the
expenses about \$2400.
Hongkong, November 15, 1907. 1824

PHYSICAL CULTURE.

LESSONS in BOXING, BALL-FENCING,
CLUB-SWINGING, etc., on application.
SPECIAL hours and attention to LADIES.
School at 8a, QUEEN'S ROAD CENTRAL.
Prof. B. BELLEVUE.
Hongkong, November 15, 1907. 1825

THE CARLTON HOUSE HOTELS,
Nos. 8 & 10, Ice House Street.
REDUCED SUMMER RATES.
For Daily and Permanent Boarders.
AIRY ROOMS, COUSINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.
FOR RATES, APPLY TO THE MANAGER.

NEW GOODS.

PROVISIONS:
English, German,
American, French.

CONFECTIONERY:
Cadbury's Chocolates, Pascal's
Sweets and Jellies, French
Sweets of different varieties.

NOW ON SHOW.
H. Ruttonjee & Son,
Wine and Provision Merchants,
5, D'Aguiar Street, Hongkong,
45, Wynn Road, Kowloon.
Hongkong, November 21, 1907. 1834

CHIEE WING & CO.
21, 23 and 25, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN
All sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.
STEEL GIRDERS AND TEES
CORRUGATED IRON, FIG IRON, &c.
Suitable for
SHIP, ENGINEERS AND HOUSE BUILDERS.
1233

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES
WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN
FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN
Bags of 1 cwt. each.

Office: 6, DES VUEX ROAD



LANE, CRAWFORD & Co.

NEW SEASON'S GOODS JUST ARRIVED

WOLSEY UNDERWEAR
ALL WOOL. UNSHRINKABLE.

FLANNEL PYJAMAS
\$6.50 to \$13.50 Per Suit.

Dr. JAEGER'S DRESSING GOWNS.

FANCY KNITTED WAISTCOATS.

LATEST NOVELTIES IN NECKWEAR.

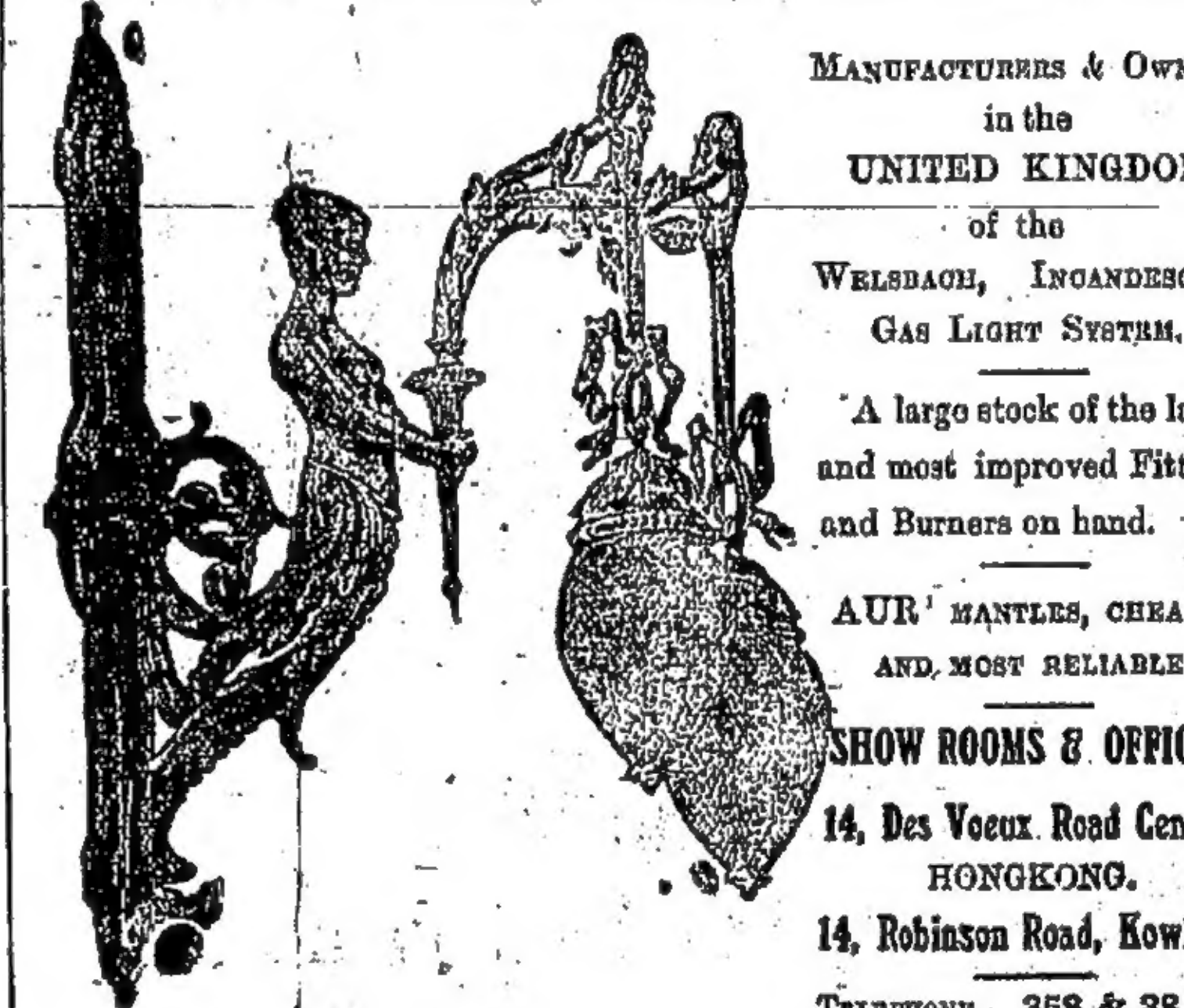
LANE, CRAWFORD & Co.

Hongkong, August 31, 1907. 2040

WILKS & JACK, LD.

ELECTRICAL, MECHANICAL AND GAS ENGINEER
SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.



Hongkong, September 3, 1907. 451

FOR AMATEUR PHOTOGRAPHS.

CAMERAS, FILMS, PLATES, PAPERS AND CHEMICALS.

All Photographic Materials

GREATLY REDUCED PRICES.

CAMERAS ON HIRE.

MBE CHEUNG,

102 HOUSE ROAD AND CORRIDOR, HONGKONG HOTEL.

Hongkong, April 2, 1907. 178

ORIENTAL HOTEL
No. 2, Queen's Road Central.

Mrs. M. MATTHEW, Proprietress.

THE Band of the 119th Mooltan Regiment will play Selec-
tions during Dinner on THURSDAY, the 28th inst.

For particulars apply to O. FRIEDRICH, Manager.
Hongkong, September 24, 1907. 1540

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.00 per Cask, ex Factory.

In Bags of 250 lbs. net, \$3.00 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

TELEPHONE: No. 644.

ARE SHOWING NEW BALL NOVELTIES

in
TRIMMINGS, LACES, etc.

FEATHER BOAS.
GOLD AND SILVER SHOES,
SILK STOCKINGS.
ORNAMENTS FOR HAIR, etc.

THE SINCERE CO.

111, CONNAUGHT RD.—215, 217, 219 & 221, DES VUEX RD., HONGKONG.

UNIVERSAL PROVIDERS.

TAILORS, HATTERS & MERCERS.

ENGLISH AND AMERICAN BOOTS AND SHOES,
Drapery, Silks, Watches, Clocks, Crockery, Ironmongery,
Grocery, Furniture, Rattan Ware, Tobaccoes, Cigars,
Cigarettes, Sewing Machines.
Our Prices are marked in plain figures.

Hongkong, September 28, 1907. 1556

TIFFIN

SPECIALLY SERVED FOR BUSINESS MEN

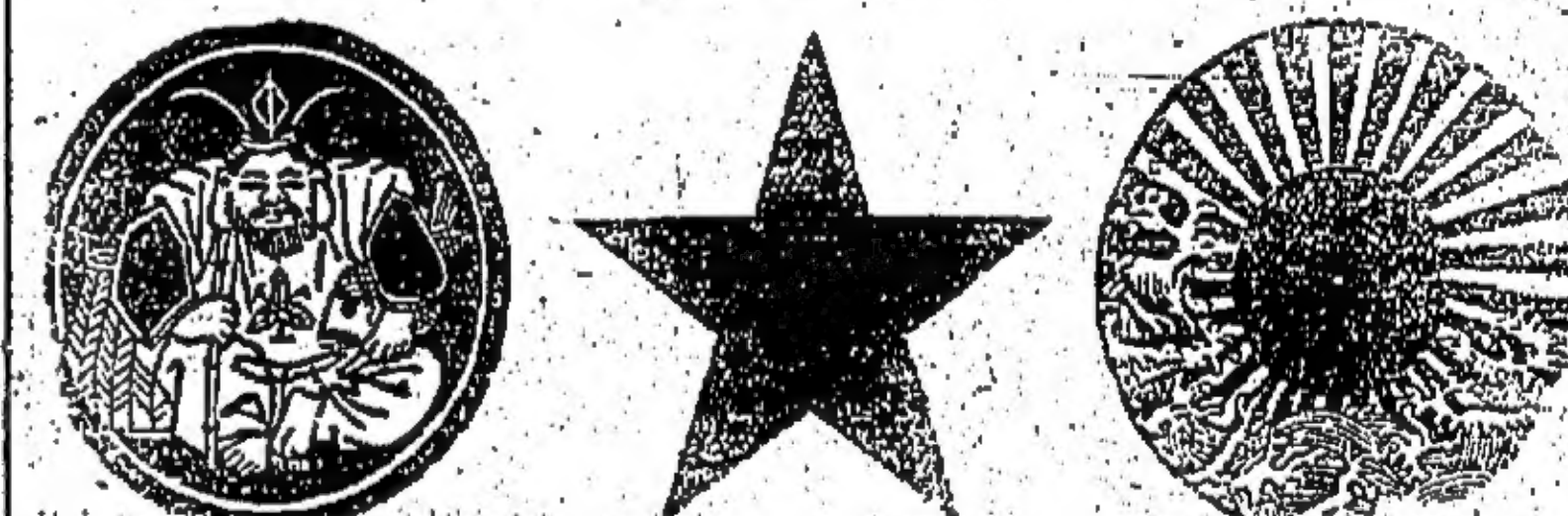
AT THE

CONNAUGHT HOTEL

MONTHLY RATES.

Hongkong, September 2, 1907. 1411

JAPANESE BEER



YEBISU 'SAPPORO' 'ASAHI'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.
The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE

Sold by CALDBECK, MACGREGOR & CO., H. PRICE & CO., LD., A.
CHAZALON & CO., and all leading Chinese Wine Merchants.

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907. 1859

BREWER & Co., Limited

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.
TELEPHONE No. 690.

DIARIES,
IN GREAT VARIETY, 1908.
NEW VOLUMES FOR
CHRISTMAS.
CHRISTMAS NUMBERS.

ASK FOR
KUPPER'S PILSENER
BEER
AND SEE THAT YOU GET IT.
LOOK CAREFULLY AT THE LABEL.
BEWARE OF COLOURABLE IMITATIONS.
SOLE AGENTS,
Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants,
15, QUEEN'S ROAD CENTRAL.

For Sale.

100

BY TELEGRAPH.

HOME RACING.

The Manchester Handicap.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, November 23.

The betting on the Manchester Handicap is as follows:—

- 3 to 1 against Lischna.
- 4 to 1 .. Dully.
- 9 to 2 .. The Bedouin.
- 7 to 1 .. Buntinglass.
- 10 to 1 .. Hanover Square and Marlow.
- 11 to 1 .. Wisomason.

[Lischna is owned by Mr W. M. G. Singer, The Bedouin by Mr. H. L. Higham, Buntinglass by Major E. Loder, Hanover Square by Lord Ellismere, and Marlow by Captain J. G. R. Hontrey. Last year the Manchester Handicap, which is over a mile and a half, was won by Spate (a 100 to 1 chance), the favourite (Great Scot) being third (4 to 1). The race was worth £1,326, -Wm. G.M.]

[REUTERS SERVICE.]

THE AMERICAN COTTON MARKET.

LONDON, November 22.

New York reports a wild excitement on the Cotton market, prices advancing 53 points, on Bullish crop estimates. At the close prices dropped 10 to 20 points on profit taking.

RUSSIA AND INDIA.

LONDON, November 22.

The correspondent of the "Daily Telegraph" in St. Petersburg wires that the Government is about to appoint a committee to study the question of joining up the Russian and Indian Railways.

THE INDIAN STRIKE.

Situation Serious.

LONDON, November 22.

Calcutta reports that the strike situation is getting worse and the attitude of the European strikers threatening Simla is isolated.

A battalion of the Leinsters and a body of armed police are going to Assam, where the stranded passengers are collected.

Partial Settlement.

LONDON, November 22.

The Indian railway strike has been partially settled and the running of mail trains is being resumed.

THE SLEEPING SICKNESS.

LONDON, November 22.

The second international conference on the sleeping sickness has been postponed in deference to the wishes of Germany, which desires its delegates to have time to submit the result of Dr. Koch's recent investigations.

THE MAURITANIA.

LONDON, November 22.

The Mauritania arrived at New York yesterday morning. The steamer's passage was hampered by storms and fogs.

THE EXPORT OF GOLD TO NEW YORK.

LONDON, November 22.

New York reports that freight has been engaged for a further \$2,800,000.

THE ACCIDENT TO THE PERSIA.

LONDON, November 22.

The accident referred to on the 31st inst., occurred to the Persia of the Anchor Line.

THE LATE RUSSO-JAPANESE WAR.

LONDON, November 23.

Count Benckendorff to-day will hand Baron Komura a draft for \$4,800,441 for the maintenance of Russian prisoners during the late war.

CROSBY HALL.

LONDON, November 23.

The Chartered Bank has declined to any longer suspend the demolition of Crosby Hall, pending further efforts to complete the sum required.

CHAMBERLAIN'S COUGH REMEDY. CONTAINS absolutely nothing injurious and for coughs, colds, croup and whooping cough, has no equal. For sale by all chemists and store-keepers.

BISHOP LANDER.

The Enthronement Ceremony.

The enthronement of Bishop Lander was an impressive ceremony and was performed at St. John's Cathedral on Saturday afternoon in the presence of a large gathering. The proceedings opened with a procession, composed of the Cathedral Choir, Diocesan Lay Readers, the Chinese Church Rody, the Cathedral Church Body, Rev. T. Holden, Rev. W. H. Hipwell, Rev. Fok Tsing Shan, Rev. C. L. Thompson, Rev. F. B. Bowley, R.N., Rev. A. D. Stewart, Rev. Mok Sui Tung, Rev. M. Longridge, R.N., Rev. S. R. Lovett, R.N., Rev. A. J. Stevens, Rev. G. Searle, C.F., Rev. A. Hiff, Rev. J. H. France, Rev. J. D. Dathan, R.N., Van. Archdeacon Banister, the Cathedral Chaplain (Rev. F. T. Johnson), the Bishop of Victoria, the Bishop's Chaplains (Rev. Feng Yat San, Rev. G. A. Bunbury, and Rev. T. Sherwood Jones). As the choir passed into the church they sang "The Church has one foundation," and shortly afterwards the Bishop presented the letters commendatory of the Archbishop of Canterbury to Archdeacon Banister, who acknowledged the Rt. Rev. Gerald Heath Lander as the Church's lawful Bishop. The Rev. F. T. Johnson conducted the Bishop to the Episcopal Throne and after prayer, and the singing by the choir, of "I will wash my hands in innocency," His Lordship the Bishop offered up prayer. Following a hymn Bishop Lander preached a sermon in which he referred to the solidity of the foundations of the Church, and spoke eulogistically of the pioneers in gospel propagation in the Far East, as well as those Bishops who had occupied the pulpit of St. John's before him. He particularly mentioned Francis Xavier, Robert Morrison, George Smith, for upwards of 20 years the pioneer bishop of a diocese comprising the whole of China and Japan, Dr. Alfred John Shaw Burdon, and Bishop Hoare. His Lordship laid emphasis on the necessity for co-operation, and forbearance if he made mistakes. He was comforted by the thought that his predecessors were different types of men. He knew they would not expect him to try to make himself an imitation of any of them. He should be sure to fail. He had not their peculiar gifts, their technical knowledge, or their special training. God did not ask him to be a John Burdon or a Joseph Hoare—but to be himself. However he might admire them and however unworthy he might be to follow them, he was at least determined to build upon the same foundation and to seek the same spirit. Neither need any present try to imitate other workers, however successful they might be, but each would best serve the cause by being himself and bringing into the Church of Christ the unique force of his own personality. It was not essential for Christian unity that we should all work in the same way, or hold the same views, but it was that we should build on the same foundation. In the Apostolic Church there were unfortunate divisions and factions. St. Paul did not discuss the merits of any party, but led them all back to the first principles and to the grand basis which unites men—the one foundation, Jesus Christ. In proportion as they would be united to Him they would be united to one another. In Him diverse races and individuals could meet and harmonise, and on that foundation each would best attain its full power and utility. To some it might seem difficult for a Church consisting partly of European and partly of Asiatics to be a really united harmonious Church—for they were often reminded "East is East and West is West," and it was impossible to Europeanize the Asiatic or Orientalize the British. True, but happily there was no need to try. Each brought into the Catholic Church that which the Divine Architect saw was necessary for its completeness; and whilst European remained to the end European, and Asiatic, Asiatic, on the one foundation there might be—there would be—indeed there was already—the truest unity and the best harmony.

The pronouncement of the Benediction ended the ceremony.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 25th at 11.55 a.m.—The depression is moving away over the Pacific to the N. E. of Japan.

The barometer has risen considerably in S. Japan, and a moderate rise has taken place also over China.

The anticyclone covering China is central to the North of the Yangtze. Pressure remains relatively low over the S. part of the China Sea.

Very strong monsoon may be expected in the Formosa Channel and the China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

- 1.—Hongkong and Neighbourhood: N. and N.E. winds, fresh to strong; fair.
- 2.—Formosa Channel: N.E. gale.
- 3.—South coast of China between Hongkong and Lamook: Same as No. 1.
- 4.—South coast of China between Hongkong and Hainan: Same as No. 2.

A GOOD LINIMENT.

WHEN you need a good reliable liniment try Chamberlain's Pain Balm. It has no superior for sprains and swellings. A piece of Dental slightly dampened with Pain Balm is superior to a plaster for lumbago or pains in the side or chest. It also relieves rheumatic pains and makes sleep and rest possible. For sale by all chemists and store-keepers.

SPORTING.

Yachting.

ROYAL HONGKONG YACHT CLUB.

The first race for the cruisers of the Royal Hongkong Yacht Club took place yesterday, the course being from the starting line at Police Pier to a rock near Linting Island. The wind was from the north when it set true, and during the day piped up strong, bringing with it a fairly good sea. The race was a good one, and the Chinese rigged boats showed up to the rough water much better than generally expected. In the running they were ahead of the European rigged boats, and in the beating they acted excellently, going to windward well. There were two cups open for competition. The first cup to go to the boat of either class finishing first on handicap, the second cup to go to the first boat of the opposite class. Snipe, though she finished behind La Cigale, won, the latter boat giving 15 minutes, and Snipe having several to spare at the finish.

The start, at 9 o'clock, was not a close one. The light airs of the early morning prevented some of the boats from getting across to wind, but those who had a launch to tow them were fortunate. Snipe (Chinese rig) was the first boat to get the line followed by Australian (Chinese rig), Vandura (ketch), Miranda (Chinese), Syren (schooner), La Cigale (cutter) and Brynhilde (cutter). The first four boats were comfortably together, but the big schooner Syren could get little way on, and La Cigale was a long way east of the line, whilst Brynhilde found it so difficult to discover wind that she was 40 minutes late in getting over. This was a big handicap to carry. A light westerly caught Snipe and Australian to tack towards Hongkong, and on the next board Vandura had crossed their bows. Miranda who was some minutes late in crossing had an unexpected advantage however and picked up the wind which came down from the north when in a position to allow her to head straight past Green Island. She thus obtained a lead which she gradually increased. At Green Island Miranda and Vandura took the northern channel, whilst the others went through Sulphur channel. Vandura had her gaff tacked up and got her spinnaker and sky sail up near Green Island, but Snipe with sheets free sou'w orphauled her, and it was not long before Australian came booming down. La Cigale was also under spinnaker and gaff and jib tacked, whilst Syren was a cloud of canvas with every possible stitch up—though it must be said some of it was ill-fitting. Her jibs were badly cut and were almost useless, and on occasions worse than useless. There were no incidents on the way down, and positions were hardly altered. The wind gradually freshened and by the time the mark was reached a good sea was running and the boats were beating unpleasantly for those who had not been to sea often in small boats. The four leading boats were well up west of the mark when Linting was reached and to round the rock the boats had to either gybe or go about to get on the port tack. All except Australian, Snipe and Syren went about, and the former in gybing lost a couple of deck chairs overboard. Miranda got round the rock about 11.17 followed by Snipe at 11.20, Australian at 11.21, La Cigale at 11.31, Vandura at 11.40, and Syren some minutes later. Then it was a hard thrash through a sea of white horses. La Cigale and Vandura with topsails down but otherwise under full canvas, were down to their combings, and waves washed aboard freely, whilst Brynhilde deemed it wise to take in a reef, though she also had heavy work in the sea. The Chinese boats, being higher out of the water, were saved the green seas, but they had plenty of spray on board. Even the big schooner occasionally shipped seas, but she did not suffer like the ketch and cutters who were run under all the time. The beating was towards Lamma at the outset and then a series of tacks in the somewhat smoother water, and here Miranda lost her lead. She fouled a fishing net or something and lost so much way that Snipe overtook her and Australian got close up. La Cigale passed the Chinese boats before Lamma was reached and swept through the reef in great style. Syren showed a turn of speed through the heavy water, but all the time her head sails handicapped her. She reduced the distance between herself and the leading boats, but had her jib been a proper one she would have done considerably better. Off the north point of Lamma she overtook Vandura, but could not hold her lead, owing to her inability to go to windward and dropped back when the wind diminished. At Green Island Snipe went in through the Sulphur Channel, and the other boats met very light winds. Ultimately Australian beat Miranda, and Vandura was next, Syren being some minutes behind with Brynhilde far astern. La Cigale crossed the line at 3.0 though the first prize went to Snipe. The following were the times of finishing:—

	H. M. S.
Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

EUROPEAN.

La Cigale (A. Dune)	5.19
Vandura (H. Innes)	4.40
Syren (H. Kewick)	5.5
Brynhilde (A. H. Ough)	6.0

CHINESE.

Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

EUROPEAN.

La Cigale (A. Dune)	5.19
Vandura (H. Innes)	4.40
Syren (H. Kewick)	5.5
Brynhilde (A. H. Ough)	6.0

CHINESE.

Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

EUROPEAN.

La Cigale (A. Dune)	5.19
Vandura (H. Innes)	4.40
Syren (H. Kewick)	5.5
Brynhilde (A. H. Ough)	6.0

CHINESE.

Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

EUROPEAN.

La Cigale (A. Dune)	5.19
Vandura (H. Innes)	4.40
Syren (H. Kewick)	5.5
Brynhilde (A. H. Ough)	6.0

CHINESE.

Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

EUROPEAN.

La Cigale (A. Dune)	5.19
Vandura (H. Innes)	4.40
Syren (H. Kewick)	5.5
Brynhilde (A. H. Ough)	6.0

CHINESE.

Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

EUROPEAN.

La Cigale (A. Dune)	5.19
Vandura (H. Innes)	4.40
Syren (H. Kewick)	5.5
Brynhilde (A. H. Ough)	6.0

CHINESE.

Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

EUROPEAN.

La Cigale (A. Dune)	5.19
Vandura (H. Innes)	4.40
Syren (H. Kewick)	5.5
Brynhilde (A. H. Ough)	6.0

CHINESE.

Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

EUROPEAN.

La Cigale (A. Dune)	5.19
Vandura (H. Innes)	4.40
Syren (H. Kewick)	5.5
Brynhilde (A. H. Ough)	6.0

CHINESE.

Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

EUROPEAN.

La Cigale (A. Dune)	5.19
Vandura (H. Innes)	4.40
Syren (H. Kewick)	5.5
Brynhilde (A. H. Ough)	6.0

CHINESE.

Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

THE CHINA MAIL.

Yachting.

ROYAL HONGKONG YACHT CLUB.

The first race for the cruisers of the Royal Hongkong Yacht Club took place yesterday, the course being from the starting line at Police Pier to a rock near Linting Island. The wind was from the north when it set true, and during the day piped up strong, bringing with it a fairly good sea. The race was a good one, and the Chinese rigged boats showed up to the rough water much better than generally expected. In the running they were ahead of the European rigged boats, and in the beating they acted excellently, going to windward well. There were two cups open for competition. The first cup to go to the boat of either class finishing first on handicap, the second cup to go to the first boat of the opposite class. Snipe, though she finished behind La Cigale, won, the latter boat giving 15 minutes, and Snipe having several to spare at the finish.

	H. M. S.
Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

The start, at 9 o'clock, was not a close one. The light airs of the early morning prevented some of the boats from getting across to wind, but those who had a launch to tow them were fortunate. Snipe (Chinese rig) was the first boat to get the line followed by Australian (Chinese rig), Vandura (ketch), Miranda (Chinese), Syren (schooner), La Cigale (cutter) and Brynhilde (cutter). The first four boats were comfortably together, but the big schooner Syren could get little way on, and La Cigale was a long way east of the line, whilst Brynhilde found it so difficult to discover wind that she was 40 minutes late in getting over. This was a big handicap to carry. A light westerly caught Snipe and Australian to tack towards Hongkong, and on the next board Vandura had crossed their bows. Miranda who was some minutes late in crossing had an unexpected advantage however and picked up the wind which came down from the north when in a position to allow her to head straight past Green Island. She thus obtained a lead which she gradually increased. At Green Island Miranda and Vandura took the northern channel, whilst the others went through Sulphur channel. Vandura had her gaff tacked up and got her spinnaker and sky sail up near Green Island, but Snipe with sheets free sou'w orphauled her, and it was not long before Australian came booming down. La Cigale was also under spinnaker and gaff and jib tacked, whilst Syren was a cloud of canvas with every possible stitch up—though it must be said some of it was ill-fitting. Her jibs were badly cut and were almost useless, and on occasions worse than useless. There were no incidents on the way down, and positions were hardly altered. The wind gradually freshened and by the time the mark was reached a good sea was running and the boats were beating unpleasantly for those who had not been to sea often in small boats. The four leading boats were well up west of the mark when Linting was reached and to round the rock the boats had to either gybe or go about to get on the port tack. All except Australian, Snipe and Syren went about, and the former in gybing lost a couple of deck chairs overboard. Miranda got round the rock about 11.17 followed by Snipe at 11.20, Australian at 11.21, La Cigale at 11.31, Vandura at 11.40, and Syren some minutes later. Then it was a hard thrash through a sea of white horses. La Cigale and Vandura with topsails down but otherwise under full canvas, were down to their combings, and waves washed aboard freely, whilst Brynhilde deemed it wise to take in a reef, though she also had heavy work in the sea. The Chinese boats, being higher out of the water, were saved the green seas, but they had plenty of spray on board. Even the big schooner occasionally shipped seas, but she did not suffer like the ketch and cutters who were run under all the time. The beating was towards Lamma at the outset and then a series of tacks in the somewhat smoother water, and here Miranda lost her lead. She fouled a fishing net or something and lost so much way that Snipe overtook her and Australian got close up. La Cigale passed the Chinese boats before Lamma was reached and swept through the reef in great style. Syren showed a turn of speed through the heavy water, but all the time her head sails handicapped her. She reduced the distance between herself and the leading boats, but had her jib been a proper one she would have done considerably better. Off the north point of Lamma she overtook Vandura, but could not hold her lead, owing to her inability to go to windward and dropped back when the wind diminished. At Green Island Snipe went in through the Sulphur Channel, and the other boats met very light winds. Ultimately Australian beat Miranda, and Vandura was next, Syren being some minutes behind with Brynhilde far astern. La Cigale crossed the line at 3.0 though the first prize went to Snipe. The following were the times of finishing:—

	H. M. S.
Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

The start, at 9 o'clock, was not a close one. The light airs of the early morning prevented some of the boats from getting across to wind, but those who had a launch to tow them were fortunate. Snipe (Chinese rig) was the first boat to get the line followed by Australian (Chinese rig), Vandura (ketch), Miranda (Chinese), Syren (schooner), La Cigale (cutter) and Brynhilde (cutter). The first four boats were comfortably together, but the big schooner Syren could get little way on, and La Cigale was a long way east of the line, whilst Brynhilde found it so difficult to discover wind that she was 40 minutes late in getting over. This was a big handicap to carry. A light westerly caught Snipe and Australian to tack towards Hongkong, and on the next board Vandura had crossed their bows. Miranda who was some minutes late in crossing had an unexpected advantage however and picked up the wind which came down from the north when in a position to allow her to head straight past Green Island. She thus obtained a lead which she gradually increased. At Green Island Miranda and Vandura took the northern channel, whilst the others went through Sulphur channel. Vandura had her gaff tacked up and got her spinnaker and sky sail up near Green Island, but Snipe with sheets free sou'w orphauled her, and it was not long before Australian came booming down. La Cigale was also under spinnaker and gaff and jib tacked, whilst Syren was a cloud of canvas with every possible stitch up—though it must be said some of it was ill-fitting. Her jibs were badly cut and were almost useless, and on occasions worse than useless. There were no incidents on the way down, and positions were hardly altered. The wind gradually freshened and by the time the mark was reached a good sea was running and the boats were beating unpleasantly for those who had not been to sea often in small boats. The four leading boats were well up west of the mark when Linting was reached and to round the rock the boats had to either gybe or go about to get on the port tack. All except Australian, Snipe and Syren went about, and the former in gybing lost a couple of deck chairs overboard. Miranda got round the rock about 11.17 followed by Snipe at 11.20, Australian at 11.21, La Cigale at 11.31, Vandura at 11.40, and Syren some minutes later. Then it was a hard thrash through a sea of white horses. La Cigale and Vandura with topsails down but otherwise under full canvas, were down to their combings, and waves washed aboard freely, whilst Brynhilde deemed it wise to take in a reef, though she also had heavy work in the sea. The Chinese boats, being higher out of the water, were saved the green seas, but they had plenty of spray on board. Even the big schooner occasionally shipped seas, but she did not suffer like the ketch and cutters who were run under all the time. The beating was towards Lamma at the outset and then a series of tacks in the somewhat smoother water, and here Miranda lost her lead. She fouled a fishing net or something and lost so much way that Snipe overtook her and Australian got close up. La Cigale passed the Chinese boats before Lamma was reached and swept through the reef in great style. Syren showed a turn of speed through the heavy water, but all the time her head sails handicapped her. She reduced the distance between herself and the leading boats, but had her jib been a proper one she would have done considerably better. Off the north point of Lamma she overtook Vandura, but could not hold her lead, owing to her inability to go to windward and dropped back when the wind diminished. At Green Island Snipe went in through the Sulphur Channel, and the other boats met very light winds. Ultimately Australian beat Miranda, and Vandura was next, Syren being some minutes behind with Brynhilde far astern. La Cigale crossed the line at 3.0 though the first prize went to Snipe. The following were the times of finishing:—

	H. M. S.
Snipe (H. E. Pollock)	3.59.22
Australian (K. Brown)	4.19
Miranda (H. K. Brown)	4.18.45

The start, at 9 o'clock, was not a close one. The light airs of the early morning prevented some of the boats from getting across to wind, but those who had a launch to tow them were fortunate. Snipe (Chinese rig) was the first boat to get the line followed by Australian (Chinese rig), Vandura (ketch), Miranda (Chinese), Syren (schooner), La Cigale (cutter) and Brynhilde (cutter). The first four boats were comfortably together, but the big schooner Syren could get little way on, and La Cigale was a long way east of the line, whilst Brynhilde found it so difficult to discover wind that she was 40 minutes late in getting over. This was a big handicap to carry. A light westerly caught Snipe and Australian to tack towards Hongkong, and on the next board Vandura had crossed their bows. Miranda who was some minutes late in crossing had an unexpected advantage however and picked up the wind which came down from the north when in a position to allow her to head straight past Green Island. She thus obtained a lead which she gradually increased. At Green Island Miranda and Vandura took the northern channel, whilst the others went through Sulphur channel. Vandura had her gaff tacked up and got her spinnaker and sky sail up near Green Island, but Snipe with sheets free sou'w orphauled her, and it was not long before Australian came booming down. La Cigale was also under spinnaker and gaff and jib tacked, whilst Syren was a cloud of canvas with every possible stitch up—though it must be said some of it was ill-fitting. Her jibs were badly cut and were almost useless, and on occasions worse than useless. There were no incidents on the way down, and positions were hardly altered. The wind gradually freshened and by the time the mark was reached a good sea was running and the boats were beating unpleasantly for those who had not been to sea often in small boats. The four leading boats were well up west of the mark when Linting was reached and to round the rock the boats had to either gybe or go about to get on the port tack. All except Australian, Snipe and Syren went about, and the former in gybing lost a couple of deck chairs overboard. Miranda got round the rock about 11.17 followed by Snipe at 11.20, Australian at 11.21, La Cigale at 11.31, Vandura at 11.40, and Syren some minutes later. Then it was a hard thrash through a sea of white horses. La Cigale and Vandura with topsails down but otherwise under full canvas, were down to their combings, and waves washed aboard freely, whilst Brynhilde deemed it wise to take in a reef, though she also had heavy work in the sea. The Chinese boats, being higher out of the water, were saved the green seas, but they had plenty of spray on board. Even the big schooner occasionally shipped seas, but she did not suffer like the ketch and cutters who were run under all the time. The beating was towards Lamma at the outset and then a series of tacks in the somewhat smoother water, and here Miranda lost her lead. She fouled a fishing net or something and lost so much way that Snipe overtook her and Australian got close up. La Cigale passed the Chinese boats before Lamma was reached and swept through the reef in great style. Syren showed a turn of speed through the heavy water, but all the time her head sails handicapped her. She reduced the distance between herself and the leading boats, but had her jib been a proper one she would have done considerably better. Off the north point of Lamma she overtook Vandura, but could not hold her lead, owing to her inability to go to windward and dropped back when the wind diminished. At Green Island Snipe went in through the Sulphur Channel, and the other boats met very light winds. Ultimately Australian beat Miranda, and Vand

Vessels Advertised as Loading.

The French Mail leaving Hongkong

Australian Ports Coast Ports & Shanghai Cebu & Iloilo Kobe, Japan Europe & Holland & Haiphong Japan & Portland, Or. Kobe Ryukyu Islands London, E.C. Mar., L'don & A'erp Genoa, L'don & A'erp Mar., L'don, A'orp & Manila, A'lian Ports, Manilla, A'lian Ports, Manila, A'lian Ports	Eastern (e)..... Sochu Maru (e) Kaifong (e)..... Katharine Park (e) Catharine (n) Ruysh (e) Nicomedes (s) Taiman (e) Borneo (e) Catharine (n) Devanha (s) Nore (s) Samakura Maru (e) Chugano Maru (e) Yankin (e) Chugano Maru (e) Chugano Maru (e)	Gibb, Livingston & Co. Ashoka Shoen Kaisha Butterfield & Swire Pape King & Co. Molchers & Co. Butterfield & Swire Portland & A.S. Co Butterfield & Swire Silchers & Co. P. & O. S. N. Co. P. & O. S. N. Co. P. & O. S. N. Co. Nippon Yusen Kaisha Nippon Yusen Kaisha Messageries Maritime Butterfield & Swire	Nov. 30, at Noon. Nov. 27, at 8 a.m. Nov. 26, at 4 p.m. About middle Dec. About Dec. 6. Nov. 26, Daylight. About Dec. 6. Nov. 27, at 4 p.m. About middle Dec. About Dec. 5. About Dec. at Noon. About Dec. 18. Nov. 27, Daylight. Nov. 26, at Noon. Nov. 26, at 1 p.m. Dec. 4, 5 & 6 p.m.
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Manila	Zafiro (u)	Shewan, Tomes & Co	Nov. 30, at Noon.
Manila	Rabi (s)	Shewan, Tomes & Co	Dec. 7, at Noon.
Manila	Yuensang (s)	Jardine, Mason & Co, Ltd	Nov. 29, at 4 p.m.
Manila	Loongsang (s)	Jardine, Mason & Co, Ltd	Dec. 6, at 4 p.m.

Manila	Tuning (a)	Butterfield & Swire	Nov. 27, at 4 p.m.
N'saki, Kobe & Y'hamu	Y'wata Maru (s)	Nippon Yusen Kaisha	Nov. 27, at N'ocn.
Naples, Genoa & Cat.	Prinzess Alice (s)	Melchers & Co.	Dec. 4, at N'ocn.
New York, Suez & Can.	Atoll (s)	Thwaen, Tinson & Co.	About Nov. 30.
New York v. Suez & Can.	Schnyckell (s)	Standard Oil Co.	About Dec. 10.
Onoda, Kobe & Singhai	Bunshi (s)	Nippon Yusen Kaisha	Nov. 29, at N'ocn.
P'udoe via Japan	Honshu (s)	Pacific Mail S.S. Co.	Dec. 1, at N'ocn.
San Francisco v. Japan	Nippon Maru (s)	Nippon Yusen Kaisha	Dec. 7, at N'ocn.
San Francisco v. Japan	Aida Is. (s)	O. & O. S.S. Co.	Dec. 14, at N'ocn.

uesday,	San Francisco to Japan	Perkins (a)	O. & O. S.S. Co.	Dec. 34, at Noon.
nesday,	San Francisco to Japan	Hongkong Maru (s)	Togo Kisen Kaisha	Jan. 3 at Noon
nesday,	San Francisco to Japan	Korea (s)	Pacific Mail S. S. Co.	Jan. 18 at Noon.
nesday,	San Francisco to Japan	Korea (s)	Yokohama S. S. Co.	Jan. 18 at Noon.
nesday,	Shanghai & Kobe	Tokai Maru (a)	Nippon Yusen Kaisha	November 27
nesday,	Spore, Orto & E. by	Myori Maru (a)	Nippon Yusen Kaisha	December 2
nesday,	Shanghai, Kobe, Y. by	Kiatsung (s)	Jardine, Matheson & Co.	Dec. 8, at 4 p.m.
nesday,	Spore, Penang	Yokohama Maru (s)	Yokohama S. S. Co.	Dec. 10, at 4 p.m.
nesday,	Spore, Pang & Cebu	Japan (s)	D. Sassoon & Co., Ltd.	Nov. 28, at 3 p.m.
nesday,	Shanghai, Kobe & Y. by	Tourane (s)	Messageries Maritimes	About Nov. 26
nesday,	Shanghai, Kobe, Y. by	Yorok (s)	Melchers & Co.	About Dec. 1
nesday,	Shanghai, Kobe, Y. by	Yokohama Maru (s)	Yokohama S. S. Co.	About Dec. 4
nesday,	Shanghai, Kobe, Y. by	Pekin Maru (s)	Yokohama S. S. Co.	About Dec. 4
nesday,	Shanghai, Kobe, Y. by	Peking Maru (s)	Yokohama S. S. Co.	About Dec. 4

SAMA-	Stow, Amy & Anurui	Joshin Maru (s).....	Usaka Memon Kaicha	Dec. 1, at 9 a.m.
ASSAR.	Swatow & Shanghai.	Wosang (e).....	Jardine, M'non & Co., Ltd.	Nov. 23, at 11 a.m.
day, the	Shanghai.	Choyang (s).....	Jardine, M'non & Co., Ltd.	Nov. 23, at 4 p.m.
		Delta (e).....	P. O. S. N. Co., Ltd.	About Nov. 29.
	Swatow & Shanghai.	Kiukiang (s).....	Butterfield & Swire	Nov. 26, at 4 p.m.
	Swatow & Shanghai.	Maohing (e).....	Butterfield & Swire	Dec. 4, at 4 p.m.
is, the	Swatow & Shanghai.	Yoochow (s).....	Butterfield & Swire	Dec. 10, at 4 p.m.
	Tientsin	Chongheing (s).....	Jardine, M'non & Co., Ltd.	Nov. 27, at 4 p.m.

& CO.	Victoria, B.C., Seattle	Ingo Mads (s)	Nippon Yusen Kaisha	Nov. 28, at 4 p.m.
..	Victoria, B.C., Tacoma	Tsantou (s)	Nov. 28, at 4 p.m.	December 10.
.. on	Victoria, B.C., Tacoma	Saverio (s)	Dodwell & Co. Limited	January 4.
..	Victoria, B.C., Tacoma	Kumorio (s)	Dodwell & Co., Ltd.	January 28.
HAMA.	Vancouver, (B.C.), &c.	Empress of China (s) ..	Canadian P&O R. Co.	Dec. 19, at 4 p.m.
.. on	Vancouver, (B.C.), &c.	Empress of India (s) ..	Canadian P&O R. Co.	Jan. 26, at 4 p.m.
..	Vancouver, (B.C.), &c.	Montage (s)	Canadian P&O R. Co.	Jan. 26, at Mon.

day, the

SHARE LIST.—QUOTATIONS.

November 28, 1907.

No. of	Par	Quoted	Quoted

Tontin AX, the United Europe, China, the Batavia, Austra- and the Malabar. 10 a.m.	Stocks.		Shares.	Value.		Overseas Deposits.	
					up.		down.
	BANKS.						
	Hongkong and Shanghai Bank Corp.	80,000		£ 155	all		\$650 \$425 \$225
	do. do.	40,000					London, 27s. 47s.
	National Bank of China, Limited	99,925	£	7 2	6	51	
	MARINE INSURANCES.						
	Canton Insurance Office Co. Ltd.	10,000	£	250	3	5	\$250, sellers
	China Traders Insurance Co. Ltd.	24,000	£	33.39	25	12	\$24, buyers
	North-China Insurance Co. Ltd.	10,000	£	16	2	13	75c. 85
	Union Insurance Society, Limited	10,000	£	100			1000 \$750
	Yankee Insurance Association Ltd.	8,000	£	100	6	50	\$100, sellers
	FIRE INSURANCE.						

10 a.m.	China Fire Insurance Co., Ltd.....	70.00	\$	100	30	\$28, buyers
	Hongkong Fire Insurance Co., Ltd.....	8.00	\$	250	50	\$320
	Chong Sing, Tug.					
Extra	H'kong & Whampoa Dock Co., Ltd.....	50.00	\$	50	all	\$99, sellers
	Geo. Fenwick & Co., Limited.....	18.00	\$	25	25	\$15, sellers
Force in	New Amoy Dock Co., Ltd.....	10.00	\$	64	83	\$10, sellers
be in	Shanghai Dock and Eng. Co., Ltd.....	65.00	Ts.	100	70	\$100, Ts. 71
	TELEBOATS, TUGS, ETC.					
	China and Manila S. S. Co., Ltd.	30.00	\$	55	25	\$15
noon.	Douglas Steamship Co., Limited.....	20.00	\$	50	all	\$28, buyers
Markston,	H. K. O. and M. Steamboat Co., Ltd.....	50.00	\$	15	15	\$30, buyers

Line	Particulars	Amount	Unit	Rate	Value	Remarks
1	Indo-China S. N. Company, Ltd.	20,000	£	5	all	\$340. Fred., sellers
2	Star Ferry Company, Ltd.	10,000	£	10	10	\$23. Fred., sellers
3	Shell Transport & Trading Co.	2,000,000	£	1	1	\$21. buyers
4	Taku Tug and Lighter Co., Ltd.	8,600	Tls.	50	50	Tls. 48
5	Shanghai Tug and Lighter Co., Ltd.	200,000	Tls.	50	50	Tls. 44
6	do.	100,000	Tls.	50	50	Tls. 50
EXPENSES.						
7	China Sugar Company, Limited.	20,000	£	100	all	\$100. sellers
8	Perak Sugar Company, Limited.	7,000	£	100	all	\$10. buyers
9	Lat Pau Sugar Cultivation Co., Ltd.	7,000	Tls.	50	50	Tls. 85

H.K. & Kow. Wharf & Godown Co.	40,000	50	all	\$67, 500
Shanghai and Hongkong Wharf Co.	32,000	Ts. 100	Ts. 100	Ts. 200
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	\$ 100	100	298, 500
Shanghai Land Investment Co., Limited	78,000	Ts. 60	Ts. 60	Ts. 100
Kowloon Land and Building Company	6,000	\$ 50	30	336, 500
Wei-hai-wei Land & Building Co.	8,274	Ts. 25	Ts. 25	Ts. 9

Prob	West Point Building Co., Limited	15,000	\$	50	\$	50	810
Leaou	TRADE MARKS.						
tt her	The Peak Tramways Co., Ltd.	25,000	\$	10	\$	all	1,212, buyers
Intosh	MIXING.	50,000	\$	10	\$	1	\$2, buyers
Meuz	Société Française des Charbon-	18,000	Frs.	250			8470, buyers
H. Met-	nages du Tonkin	800,000	£	1		18/10	384, sellers
	Raub Aust. Gold Mining Co., Ltd.						
	BORNEO, STR.						
erman	Hongkong Hotel Company, Ltd.	19,000	\$	50		all	1,000, buyers
born	Astor House Hotel Co., Ltd. (S'hai	80,000	\$	45		\$	25 620
	DISPENSARIES.						

H. W.	A. S. Watson & Co., Limited	40,000	\$	10	\$	10	\$10, buyers
Ordie	Watkins Limited	70,000	\$	10	\$	10	\$20, buyers
	LAOS						
	H.K. and China Gas Co., Limited	7,000	\$	10	\$	10	\$175, buyers
ke	Shanghai Gas Company, Ltd.	8,000	Tls.	60	Tls.	50	Tls. 107.
T. L.	Hongkong Electric Co., Limited	60,000	\$	10	\$	10	\$15
	BRICK AND CEMENT						
giasso	Green Island Cement Co., Ltd.	400,000					\$11, sellers
oce	MISCELLANEOUS						
	Bell's Abeskosia Eastern Agency, Limited	8,604	£	19/6	13/8	86¢	
	United Abeskosia Oriental Agency, Limited	2,000,000	\$	10	\$	4	\$10
	United Abeskosia Oriental Agency, Limited	100,000	\$	10	\$	10	\$180, buyers

	Union Waterboard Co., Limited	50,000	\$	75	%	10	111.75	no/rev
Smith	Hongkong Dairy Farm Co.	25,000	\$	75	%	0	316.75	sell/rev
R. F.	Hongkong Ice Company, Limited	25,000	\$	75	%	0	316.75	sell/rev
W. F.	Shanghai Waterworks Co., Ltd.	7,500	\$	20	%	20	111.75	335
W. F.	Kong Rops Manufacturing Co., Ltd.	50,000	\$	10	all	3204		
W. F.	Hongkong Cotton Spinning Co., Ltd.	100,000	\$	10	10	10	310.75	sell/rev
W. F.	Zwo Cotton Spinning and Weaving Co., Limited	20,000	Tls.	60	Tls.	50		
W. F.	International Cotton Manufacturing Co., Limited	10,000	Tls.	75	75	75	Tls.	50
W. F.	Lao-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls.	100	100	100	Tls.	80
W. F.	Shanghai Cotton Spinning Co., Ltd.	2,000	Tls.	600	600	600	Tls.	280

tzmillar	China Provident Loan Mortgage	200,000	0	10	10	\$10, sellers
obing	Co., Limited	60,000	0	12	19	\$102
obing	China Benaco Company, Ltd.	60,000	0	10	10	\$14, sellers
obing	Campbell, Moore & Co., Limited	1,500	0	10	10	\$14, sellers
obing	Wm. Powell, Limited	12,000	0	10	10	\$105, buyers
obing	South China Morning Post	3,000	0	25	25	\$22, sellers
obing	China Light and Power Company	50,000	0	10	10	\$10, sellers
obing	Steam Laundry Company, Limited	20,000	0	5	5	\$5, sellers
H. G.	OSCAR COMPANIES					
ob	Phillipine Co., Limited	67,500	0	10	10	\$5
ob	China	500	0	500	500	\$10,000

LOANS.	Amount.	Value.	Interest.	Quotation.	
Chinese Imperial 1885 a Ts.	787,900 Ts.	2507 1/2 p. annum P.			
VERNON and SMYTH, <i>Share Brokers</i>					

Printed and published for THE CHINA MAIL, Limited, by WILLIAM HENRY DONALD,
at No. 6, Wyndham Street, Hongkong.